

## Meeting Record

MPO Technical Committee Meeting  
Thursday, April 17, 2003  
Room 113, City County Building  
Lincoln, Nebraska

### MEMBERS AND OTHERS IN ATTENDANCE:

Allan Abbott, Karl Fredrickson, (representing Roger Figard),  
Virendra Singh, Brian Praeuner (representing Larry Worth -  
Public Works/Utilities), Kent Morgan (representing Marvin  
Krout - Planning), Don Thomas (County Engineer), Ron  
Schlautman (representing Randy Peters) Steve McBeth, James  
Miller (NDOR), Rick Thorson (Health Department), Mark  
Wullschleger (Urban Development)

### OTHERS:

Steve Burnham, John Snowdon, (FHWA), Lou Lenzen, (NDOR)  
Randy Hoskins, Mike Brienzo, Karen Sieckmeyer (Public  
Works/Utilities), Terry Genrich, (Parks), Ron Kratzer (LES),  
Phyllis Hergenrader, (Friends of Wilderness Park), John Ludden  
(ECCO/Pro Rail), Kerry Eagan (County Board), Chuck Riley  
(Health)

### STATED PURPOSE OF THE MEETING:

Technical Committee Meeting

Allan Abbott called the meeting to order and roll was taken.

### ***Agenda Item No. 1 - Review and action on the draft minutes of the March 30, 2003 Technical Committee Meeting***

Steve Burnham pointed out on the bottom of Page 4 the last paragraph it states that *Steve Burnham said the FHWA were careful to call these recommended improvements and not deficiencies*. What Steve meant to say was that Mark Becktel and Steve Burnham, in a collaborative decision between FHWA and FTA ,were careful to call these recommended improvements and not deficiencies. Don Thomas made a motion to approve the minutes as corrected, Fredrickson seconded. Motion carried unanimously.

### ***Agenda Item No. 2 - Review and action on a proposed amendment to the City of Lincoln and Lancaster County 2025 Long Range Transportation Plan to remove the "Wildrose Lane Study" designation and indicate the future closure and right of way vacation of Wildrose Lane, NW 27th Street to NW 31st Street.***

Mike Brienzo reviewed the proposed Comprehensive Plan Amendment. The recommendation made by this Committee will be forwarded to the Planning Commission for public hearing on May 21, 2003. Staff recommendation is to remove the Wildrose Lane Study designation and indicate future closure and right-of-way vacation of Wildrose Lane from NW 27th to NW 31st Street. A proposed extension to West Fletcher Avenue is in the plan to serve the east-west traffic flow from the residential, industrial and commercial development. There is a segment of Fletcher Avenue from 20th to 27th that is under contract to be constructed this season. Next year, Fletcher from 13th to 20th will be completed. The extension of West Fletcher Avenue to 31st Street was included in the last Transportation Plan being amended to it in summer of 2001and is in the current Transportation Plan adopted in May of 2002.

The Union Pacific Railroad line runs parallel to the Burlington Northern in a northerly direction. The rail

line completes a connection through Lincoln to Omaha and averages 2 to 4 trains per day. Executives from the Union Pacific are saying they will allow one crossing in this area. They are agreeable to the relocation of the vehicle traffic crossing one half mile to the south of West Fletcher Avenue. Fletcher Avenue is identified in the Long Range Transportation Plan as part of the arterial system and will be viewed as a better corridor for urban traffic flows and provide a safe access for traffic entering and exiting the growing Kawasaki Facility.

The current traffic volumes on Wildrose Lane are approximately 800 to 900 vehicles per day. Based on Kawasaki's activities, there are approximately 250 vehicles during the a.m. peak hour and less than 200 during the p.m. peak hour. Future traffic projections under build out land use conditions is expected to be 7,500 vehicles per day for this corridor which will only make the current traffic issues worse.

The Highlands Neighborhood is concerned about traffic traveling through the neighborhood. They would like a safe pedestrian crossing at NW 13th from the neighborhood to the swimming pool in addition to traffic speed control and pedestrian safety on West Fletcher from NW 1st Street to NW 13th Street. Public Works/Utilities will be addressing these concerns during the roadway design phase of Fletcher Avenue, NW 13th Street to NW 20th Street.

Allan Abbott mentioned that the study has been going on for quite some time with several different alternates studied. Allan's last conversation with Kawasaki was they were satisfied with the conclusion that Wildrose Lane would be closed and Fletcher would be extended with the railroad crossing to be relocated.

Our purpose today is to determine whether the study that was completed constitutes that we have satisfied the comprehensive plan to study whether Wildrose Lane should remain open or not. Allan asked Don Thomas if regardless of what was done at Kawasaki, it was in the County's future plan to relocate Wildrose Lane because of the alignment difficulties at both ends? Don agreed.

Kent Morgan said based on the discussion and looking at the proposal for the Comprehensive Plan Amendment, there should be a clause that ties the closure of Wildrose to the extension of Fletcher between 27th to 31st such as "to take place when West Fletcher Avenue, NW 27th Street to NW 31st Street, is open to traffic."

Allan entertained a motion to recommend that this report would satisfy the requirements of the Comprehensive Plan for the study on the Wildrose Lane closure with the rewording of the proposal to include Kent's comments. Virendra Singh made the motion with Kent Morgan seconding. Motion carried unanimously.

***Item #3 - Staff briefing on the US-77 project and construction schedule by the Nebraska Department of Roads.***

Lou Lenzen informed the committee that they have received the report completed in February of 2003 regarding the update on converting US-77 expressway system to a freeway system. The NDOR is moving forward to contract with a consultant to continue the design for this location. They are looking at interchanges at Warlick and at Pioneers Blvd and access to Old Cheney Road is proposed for closure. They are conducting a plan-in-hand information meeting sometime in August; a hearing process in the later part of this year; and in approximately one year, they should have final plans including right-of-way needs.

Kent Morgan asked if the NDOR would be proposing to come back at some point with an amendment to the Long Range Transportation Plan? Lou was not aware of this requirement. Kent said it would be part of the 3-C process. NDOR will work with the City to make this action a reality. Allan mentioned that since we are now a Metropolitan Planning Organization, it falls within the authority that you cannot spend any money until

this project is approved in the Comprehensive Plan.

Allan mentioned that the reason driving the conversion of US-77 to a freeway system is the South Beltway. Its Allan's understanding that the construction of the South Beltway and the upgrading of the bypass would be done in conjunction with each other, not necessarily concurrently.

Allan asked if the NDOR had any kind of sequencing in mind for Warlick or Pioneers intersection. Lou said a decision had not yet been made, however, they would be interested in the City's recommendation. Allan thought Warlick in 2004 would be good!

John Snowden felt there should be coordination or indication on this document noting that this is an MPO coordinated project so that NDOR would know when MPO status applies. Mike Brienzo thought it was talked about at several of the scoping meetings. Karl Fredrickson suggested that a committee of interested parties from the City, County and NDOR be set-up to coordinate the merge of the public process on projects. Allan recommended that Mike Brienzo set this up and to include Planning, County, Public Works Engineering, NDOR and the Federal Highway Administration.

***Item #4 - Review of the 2000 Mobile Source Air Emissions Monitoring Activity by the Lincoln-Lancaster County Health Department.***

Rick Thorson and Chuck Riley from the Health Department gave a power point presentation on Nonpoint Air Emissions.

Rick mentioned that they do CO testing at 27th and "O" Street. At one time, the City was above the recommended levels by the Federal Air Quality Standards for this location. Since the mid 80's, they have achieved attainment and continue to monitor it. Mike Brienzo asked what caused the high levels at that time. Rick said that it was a combination of traffic that was really focused in that particular part of town along with the older vehicles that had higher emissions. Since then, we have been able to keep our attainment status due to the addition of arterial streets diverting traffic outside of the downtown area and with improvements to automobile technology.

The key item is that we are well below all of the national standards.

Meeting was adjourned at 2:40 p.m.